

held a meeting today and at the request of President Cowan, Sheriff Thomas deputized fifteen members of the association as deputy sheriffs. They were assigned to the duties of cleaning the streets of debris. The men were assigned to the different wards and instructed to enforce law and order and at the same time to look after the work of cleaning the city. They were ordered to put all the debris men to work and to report all those who refused to assist in the labor.

City Health Physician Wilkinson issued orders to all druggists to furnish medicine to poor sick whom they know to be worthy of assistance and send the bill to the health department.

Superintendent John A. Hopkins of the Galveston city schools gave a Post representative the following statement as to the condition of the school buildings:

The roofs are off and the windows broken out of all buildings. Denver Resurvey school, small portion left standing. Avenue F, or Rosenberg avenue school, east half down and front knocked out. Henry Rosenberg school, center and one side knocked out.

Ball high school, center caved in and badly damaged around.

Avenue L, roof off and windows out. West Broadway school, one gable down. Avenue K school, damaged but slightly.

East district colored school, nothing to be seen of it.

West district colored school, blown down.

Central district colored school, badly wrecked.

The schools can not be placed in condition for use for less than \$100,000. Much more will be necessary to put them in their original condition.

The deaths of the following teachers have been reported to Prof. Hopkins: Miss Alice Park.

Miss Nellie Davis.

W. D. Darnell (colored), principal colored school.

E. R. McDade (colored).

Miss A. M. Rowe (colored).

Miss Hattie Rowe (colored).

The buildings of the medical department of the University of Texas, situated in the east end of Galveston, were damaged to such an extent that the coming season will have to be held elsewhere, probably in Austin. There was a great loss of valuable specimens and essential to teaching. During the storm the building was used as a place of refuge and sheltered some 200.

The Dominican convent was damaged to the extent of \$5000, but that the Sisters and children are all safe.

J. W. Allen, general freight and passenger agent, and J. W. Maxwell, general superintendent of the Missouri, Kansas and Texas, have held a consultation with General Manager L. J. Polk of the Santa Fe and have decided to unite in the matter of rebuilding one of the bridges across the bay. No details have as yet been arranged. The bridge which is least injured will probably be worked on.

A relief party from Beaumont arrived Wednesday on the tug Nat Strong with a carload of ice, a carload of provisions and two tanks of water. A portion of the cargo was landed at Bolivar and the remainder turned over to the local committee. In the party, which returned Thursday, were T. A. Hunter, James L. Keith, E. A. Fletcher, D. K. Newsum, Dr. G. O. Martin, Dr. F. R. B. Stafford, Rush Norvell, Frank Townsend and Leon Levy.

Lieutenant Calvin Hutchison of the Houston Light Guard had an exciting time at Texas City Wednesday night. With a detail of six men he is in charge of the steamer Lawrence, lying between here and the point named. The Lawrence took over a large number of refugees who were being taken to Texas City for a late train and some 300 persons were brought back to Galveston.

Lieutenant Hutchison's orders were to pass on and his men carried out those orders notwithstanding the fact that for a time it looked as if they might be prevented from doing so by force. Many of the people who wished to cross had families here.

W. H. Beckway of the Western Union Telegraph company rescued himself and wife and several ladies who were in his house. His father's back was broken and he is in the hospital. The house they were in was washed away.

The means of transportation out of Galveston are still inadequate and those who should be moved are unable to take advantage of the means offered.

Of the Western Union telegraph force L. J. Lockey was lost and also his wife, mother and two sisters. One sister was saved. Same day, Lockey lost his wife and five children. William Hoch was lost and his mother. The above, with the injuries of W. H. Beckway, reported elsewhere, are all that were lost among the employees of this company.

IN THE STRICKEN CITY.

Ghastly Burdens of Human Bodies.
Wreck and Ruin.
(BY C. ARTHUR WILLIAMS.)

On Board the Sloop Crescent, in Galveston Bay, September 12.—As a house built of cards might be demolished by the hand of a playful child, so has the city of Galveston been destroyed by the fury of the storm which raged over it Saturday afternoon and night.

The English language does not contain words which can adequately describe the situation as it exists there.

Some of the buildings which formerly graced the main thoroughfares are still standing, but practically all are badly damaged and to all intents and purposes so far at least as the outside world is concerned Galveston, the city, has been obliterated.

Chaos reigns supreme. Death and destruction are rampant. Grim wail oppresses the survivors.

Down the streets roll wagons bearing gruesome, ghastly burdens of human bodies. All are twisted, distorted, de-

DOUBLE TRACK BRIDGE

Is to Be Built by the Southern Pacific.

Galveston, Texas, September 13.—G. W. Boscheke, assistant engineer of the Southern Pacific, received orders by wire from New York this morning to present plans at once for a double track steel bridge across Galveston bay, ten feet higher than the old wooden bridge, and to proceed, with all the force possible to obtain, with the construction of the company's wharves at this place. Engineers are at work making a survey and running lines preparatory to the resumption of work.

composed. Young and old, male and female, black and white are, of necessity, placed together. In hundreds of cases no attempt is made at identification, as the necessity for immediate disposition of the blackened, mangled things which once were strong men and fair women and innocent little children, makes such a course impossible.

Down the streets go the charnel wagons and as they pass the people avert their eyes and shudder, although the events of the past three days have made possible the contemplation of things which under ordinary circumstances would seem more than human flesh and blood could bear.

Down at the ruined wharves the charnel barges wait. The awful work of transferring from the wagons to the barges is completed and then the latter are taken out into the gulf and the bodies are consigned to the deep. No prayers are said, no funeral services held. The awful cargo is gotten rid of as reverently as possible, perhaps, but as quickly, for the wagons are still rolling down the streets and there is more work to be done.

Such a condition of affairs can scarcely be fully realized, and yet it is by no means overdrawn. With those who have seen these fearful sights since the subsiding of the storm made the work of rescue and burial possible, there will remain always a remembrance which can not be less awful than that caused by any catastrophe the world has known in modern times.

Up to noon yesterday 2300 bodies had been taken from the ruins and given a watery burial. Conservative estimates made by the police place the total number of dead at 5000.

Along the beach and in the bay and under the torn and tumbled piles of debris the surviving remains of the unburied. And, wherever possible, ghastly vandals prowl like unclean animals seeking to benefit by the trade sale of their victims' mementoes in the guise of human bones have been shot for ever.

Wreck and ruin is everywhere. Where once were peaceful, happy homes is now an unbroken waste and on other parts of the island the timbers which once composed handsome houses are piled in endless confusion, or else are floating far out in the bay or the gulf.

The very island itself has been changed and its geographical and geographical features are so altered that it is impossible to find the place as it is. What were highlands are in some instances lowlands and where the shore formerly jutted out into the water there are now deep gulches.

At intervals all over the shallows of the bay may be seen huge green sailing vessels, grounded in a few feet of water. The awful fury of the storm could not be more clearly demonstrated than the distance to which some of these vessels were driven.

The city is under martial law. Armed men patrol the streets and at night no one is allowed to go out. The city is a mass of ruins and the survivors are in a state of despair.

Up and down the streets wander the destitute survivors of the storm. They are in a state of despair and are unable to do anything for themselves.

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ASSIST THE UNFORTUNATE.

The Post Has Opened a Subscription For Storm Sufferers.

It has been suggested from several quarters that The Post open its columns for the collection of subscriptions for the storm sufferers' fund, and in response to said suggestion The Post now invites the charitable of Houston, of Texas and of the country generally to come quickly to the rescue. All contributions sent in will be acknowledged by publication under this head, and the amounts will be turned over to the proper committees for distribution and application for the noble work of assisting the unfortunate.

The following sums came in yesterday:

Previously Reported.....	\$54.75
Shumming & Stockbridge, New York, N. Y.....	250.00
Relief Committee, Orange, Texas.....	200.00
Citizens of Eagle Lake and Vicinity.....	125.50
James Bute.....	100.00
McCane Detective Agency.....	25.00
Central Dry Goods Co.....	20.00
O. T. Holt.....	20.00
J. P. Lantz.....	10.00
C. N. A. DeBajigethy.....	5.00
Stuart Atcheson, New York, N. Y.....	5.00
Cash.....	1.00
Cash.....	1.00
Total.....	\$817.25

WERE IN THE STRICKEN CITY.

Men Who Had Thrilling Experience and Narrow Escapes.

Galveston, Texas, September 13.—Mr. J. J. Delaney, chief clerk to Engineer George W. Boscheke of the Southern Pacific, told a most interesting story to a representative of The Post who saw him on board the Houston Direct Navigation tug Juno while crossing Galveston bay Monday night.

While the storm raged he was, with a number of others, at the residence of Mr. Boscheke. The windows of the house were broken and the incoming water kept the occupants moving from room to room, but the structure stood and none of the party were injured.

The water began to rise rapidly about 1 o'clock on Saturday and continued for probably ten hours. For an hour it remained stationary and then about 1 o'clock Sunday morning fell rapidly. When the water was at the highest point it was from four and a half to five feet deep in the house, and about eight feet deep in the yard. About 1 o'clock Sunday morning, when both the wind and the water had subsided, Mr. Delaney swam to the next house, where his room was located, and went to bed. He slept until 7 o'clock in the morning and then arose and went down town. The people he met seemed dazed. Their faces were blank and apparently they could not recall what had happened. Many of them were injured and their hastily bound up wounds made their appearance all the more pitiable. At different points during his walk downtown Mr. Delaney saw, to his own horror, windows of bodies.

In one yard alone were collected the corpses of twenty-eight people. This was near the corner of Thirty-third and M. Continuing on to the city, Mr. Delaney, wishing to get through to Houston with information for his company, finally succeeded in securing passage on Colonel W. L. Moody's yacht, the Phoebe, bound for Texas City. With him he took some 200 private telegrams to be filed at Houston.

On board with him were Tom South, Texas City correspondent; Richard Spillane, L. V. Elder, Mr. Arch of Wells and P. H. Cox. The story of the trip across the bay and the manner in which the party finally reached Houston has been already related by The Post.

Mr. South, Mr. Delaney registered at the home of Manager L. Meggett of the Houston Direct Navigation company immediately on reaching Houston, and went over the situation with that official. During the afternoon the two gentlemen, with Manager Van Vleet of the Southern Pacific, went to Clinton and boarded the Juno, which came down with the barge load of provisions in charge of the committee headed by Wharton Bates.

Of the fourteen barges which the Direct Navigation company had at Galveston only three were uninjured. These have since been used in carrying bodies out to sea. The tug Louisa, as has already been told in these columns, went down near Red Fish light. Only the top of her smokestack is visible now. Pilot James Casey and the fireman, known as "Sleepy Joe," were drowned. Captain Charles E. Walker and the other members of the crew reached the mainland safely after a terrible experience. Their strongly built fireman went over fourteen times, but as she is self-righting the crew succeeded in getting ashore.

The life-saving boat and crew from the Galveston station went ashore on the pier not far from Lamarque.

Captain W. C. Rafferty of battery O, First artillery, Camp Hawley, who lived in a handsome residence near Camp Hawley, had an exciting experience. He and his family, with some of the members of the battery and a number of civilians, took refuge in the 10-inch gun battery at Fort Crockett and escaped unharmed. Tons of water boomed over the concrete parapet, but the gun carriage, under which the party was located, broke the force of the fall.

Of the members of the battery thirty were lost—twenty-three at Camp Hawley and seven at Fort Bolivar. Lieutenant Nichols was at Bolivar, but escaped unharmed. John A. Captain and family escaped. At Bolivar practically everything except the lighthouse was blown away. The families of the Messrs. Slattery and B. Shaw were reported to be the only ones saved. One of the soldiers from the fort at Bolivar was picked up Monday morning off the old Gillette place, on San Jacinto bay, near the mouth of Cedar bayou, by Rockwell Hoskins. He and several others started out in a boat, which was captured, and he was fortunate enough to hold hold of a plank or piece of drift of some sort, to which he clung for thirty-six hours.

The soldiers at Fort San Jacinto, the east end of the island, all weathered the storm. Practically all of the several fortifications are destroyed, and it is estimated

that the loss to the government will be over a million dollars.

Mr. W. J. Radigan of battery O was among the soldiers from Camp Hawley who took refuge in the nearby school house. He told a Post representative a thrilling story. The school house, with the exception of one room, was swept away and of the twenty-seven people in it only Radigan and six other soldiers came out alive. Ten or twelve women and children were also saved by the soldiers, who went out and brought them into the school house. Four or five children, Radigan stated, were swept away before the men could get to them.

The men of Captain Rafferty's command have some excellent service records. One of the men, a private, was killed by a shell which killed five volunteers in human form who were looking for the dead on the beach, has already been told in The Post. The first man was attempting to cut the head from a body in order to get a lock. After he fell the others attacked the head simultaneously and were each made the target for his innumerable aim. Captain Rafferty estimates his personal loss at \$5000. Captain Baxter, United States army, commanding the quarter-master in charge of the Galveston fortifications, telephoned Captain Rafferty's residence during the forenoon to tell him that he (Baxter) was sure that a severe storm was coming. Captain Rafferty, however, was not at his house at the time. His two negro servants were lost, having been swept off the concrete at the battery. Everything in the vicinity of his house was swept away. Captain Rafferty's house was blown away. Charles A. Vedder and Daniel H. Wilson.

The damage to the Tremont hotel is estimated by Manager George Korst at \$20,000. In regard to the varying statements of the United States, commercial, religious and other organizations, the only sentiment expressed was that Galveston has received an awful blow. The loss of life and property is appalling—so great that it required several days to form anything like a correct estimate. With sad and aching hearts, but with resolute faces, the survivors of the storm are working to mend the broken chains. In many cases the work of rebuilding must begin over in other cases the destruction is total. No sentiment was Galveston will survive and fulfill her glorious destiny. Galveston shall rise again.

Galveston having been isolated since the great storm of last Saturday night, the stricken citizens of the town have not been informed as to the thrill of horror which went over the world when the news of the catastrophe was spread. The Associated Press brings the cheering information that every town and city in the United States, commercial, religious and charitable bodies, have organized themselves into relief committees, and at present many thousands of dollars and hundreds of tons of supplies are en route, and will reach the survivors of Galveston just as soon as it is possible to boat them across the bay. If the desolation here has been awful, the sympathy and generosity of a great nation has been ample, and very soon the local committees will be enabled to assist the destitute thousands.

Last night Dr. R. C. Buckner, the founder and head of the Buckner Orphan home, one of the noblest charities of the State, arrived here to render what assistance he could to the distressed. He says: "I have room at the home for fifty destitute orphans, and I will take them from Galveston." This tender expression of human sympathy is echoed the world over.

What the News desires most to say to the surviving victims of last Saturday's catastrophe is that in the knowledge of a world-wide sympathy which is uncomprehending, we must not give way to despair and have lost all else, we will still have life and the future, and it is toward the future that we must devote the energies of our lives. We can never forget what we have suffered; we can not forget the thousands of our friends and loved ones who found in the sea whose angry billows destroyed them a final resting place. But tears and grief must not make us forget our present duties. The blood and ruin which have desolated Galveston are not beyond repair. We must not for a moment think Galveston is to be abandoned because of one disaster, however horrible that disaster has been. We have our homes here, even if those homes are in ruins, and if we loved Galveston before, how much stronger must that affection be, and how much more sacred it must be when we think of our loved ones whose

A trip across the bay shows some surprising scenes. Some of the towns which have been making claims to having deep water have not ocean-going ships at all, but not in the way they expected. Numerous wrecks are scattered over the bay,

GOVERNMENT TO REPAIR

The Forts and Works at Galveston Which Were Destroyed.

Work is to be Pushed on the Houston Ship Channel Project—Engineers are Now in Session Considering Plans.

New York, September 13.—A corps of engineers, comprising chiefs of the war department, met yesterday to make plans and arrangements for repairs to be made in and about Galveston. The war department has been making many improvements in Galveston bay which were in half finished condition when the hurricane struck, and most of these were destroyed by the storm. Though all plans and arrangements have not been completed it was said quick action would be taken and work pushed at once.

Projected improvements will include connections with Houston. Houston is located on Buffalo bay, which opens into Galveston bay. The war department proposes to build a channel 100 feet wide and 25 feet deep through Galveston bay, from the present ship channel to the mouth of Buffalo bayou where another channel will be dug 60 feet wide and 17½ feet deep into Buffalo bayou to Houston. The estimated cost of this work will be \$4,000,000, of which \$210,000 in the bayou. The war department will also give all possible aid in repairing bridges to the mainland and water front, so that adjoining interests of that place will be protected to the fullest extent.

and their aggregate value is probably as much as \$1,250,000. The Comstock, the government dredge, is on Hitchcock shoals, apparently badly wrecked. The government quarantine barge is a total wreck on Pelican spit. A big tramp steamer is high and dry on the north side of Pelican island, another in the West bay, just below the row of pilings which mark the former location of the Galveston, Houston and Northern bridge. A gas in these places where she went through. There is a wreck, evidently that of a sailing vessel, on the prairie near Virginia Point. The Texas City dredge is stranded off Campbell's bayou. Only a stake marks the former location of Half Moon lighthouse. Another tramp steamer is aground at Texas City, and still another at Houston Point, fully thirty miles north of Galveston. Light ship No. 23, formerly stationed in the roads off the jetty, is ashore at Shoal Point, but is apparently not badly injured. The quarantine boat Hygea is damaged, but not seriously.

AT KENDLETON.

Only Four Houses Were Left Standing.

Kendleton, Texas, September 13.—On last Saturday night about 9 o'clock quite a norther sprung up, increasing in severity until 11 o'clock, when one of the most severe and destructive wind and rain storms came upon us ever remembered by any one in this section. Warning of a coming storm having been received, most of our residents went to our depot, thought to be the safest building. The wind came in such terrible gusts it made the bravest quail.

It tore down the large two-story store building (owned by Mr. L. O. Lison), rented and used by Mrs. L. H. Haskins. The house was left in ruins, mere kindling wood. Goods were scattered and damaged by the rain which kept up all that night and almost all day Sunday.

Mr. Knight also lost his dwelling house. The house was left in ruins, mere kindling wood. Goods were scattered and damaged by the rain which kept up all that night and almost all day Sunday.

At the time some of the fine Jersey cows and calves had taken refuge from the storm under the house and several head were killed. The house was left in ruins, mere kindling wood. Goods were scattered and damaged by the rain which kept up all that night and almost all day Sunday.

The railroad track was blocked by the breaking away of quite a number of cars. Mr. J. A. Shupp, was also torn to pieces; as also the new postoffice building, just completed, but fortunately not occupied, went with the storm. The other stores and buildings were more or less injured.

The gin house owned by Mr. R. H. Dast was unroofed, the tin roofing machine as it sailed away about half a mile. The upper story went as well. The hotel was taken from off the blocks; in fact, not more than four houses left and those were much shaken.

Luckily no lives were lost—some were badly bruised. The negroes had their houses damaged badly; many quite destroyed.

Not a lock of cotton left in the fields; trees are uprooted and fences gone. Our town presents a dilapidated appearance. Wires down, so no communication to be had from anywhere.

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THE TOWN IS TO BE REBUILT.

The News Advises that the People Be Not Discouraged.

The following editorial appeared in today's edition of the Galveston News:

At the first meeting of Galveston's citizens Sunday afternoon after the great hurricane, for the purpose of bringing some system out of chaos, the only sentiment expressed was that Galveston has received an awful blow. The loss of life and property is appalling—so great that it required several days to form anything like a correct estimate. With sad and aching hearts, but with resolute faces, the survivors of the storm are working to mend the broken chains. In many cases the work of rebuilding must begin over in other cases the destruction is total. No sentiment was Galveston will survive and fulfill her glorious destiny. Galveston shall rise again.

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MISSOURI CITY ASKS FOR AID.

A List of the Losses Which Were Sustained.

To the Public in General:

Missouri City, Texas, September 12.—Night our village and vicinity has suffered an indescribable loss, leaving the whole people destitute. We therefore appeal to the generous public for aid, money, clothing and provisions, which will be faithfully distributed to those most in need.

Chairman Relief Committee.

THE LOSS.

G. W. Arnold, stock groceries, houses, etc.....\$4,500.00

W. A. Robinson.....2,000.00

Isaac Schoolcraft, residence.....275.00

S. McPeak.....80.00

G. P. Ritchell.....225.00

J. M. Lee.....500.00

BLOOD POISON

PRIMARY, SECONDARY OR TERTIARY BLOOD POISON Permanently Cured. You can be treated at home under same guarantee. If you have taken mercury, iodine, arsenic, or any other poison, you will have aches and pains, Mucous Membrane in Mouth, Sore Throat, Pimples, Copper Colored Spots, Ulcers on any part of the body, Hair or Eyebrows falling out, write

COOK REMEDY CO.

297 Main Street, Chicago, Ill., for price of cure. Capital \$500,000. We will cure the worst cases in 15 to 30 days. 100-page Book Free.

Agency Hawes Celebrated \$1.00 Hair.

CAWTHON'S.

The Best Assortment

Of Woollens ever shown in Houston are to be found in our Tailoring Department. Fit and workmanship guaranteed. Choice patterns to select from—

\$23.00 and \$25.00

K. H. CAWTHON & Co.

Clothiers, Hatters, Furnishers, Tailors, 612 and 614 Main St., under Capitol Hotel.

LUMBER

6000 feet 1x6 scant. 1x8 scant. 1x10 scant. 2x4 scant. 2x6 scant. 2x8 scant. 2x10 scant. 2x12 scant. 4x4 scant. 4x6 scant. 4x8 scant. 4x10 scant. 4x12 scant. 6x6 scant. 6x8 scant. 6x10 scant. 6x12 scant. 8x8 scant. 8x10 scant. 8x12 scant. 10x10